

REPORT / RECOMMENDATION



To: MAYOR AND COUNCIL

Agenda Item #: VI. B.

From: Mark K. Nolan, AICP, Transportation Planner

Action ☒

Discussion ☒

Date: November 3, 2014

Information ☐

Subject: PUBLIC HEARING – Sidewalk Facilities Map Comprehensive Plan Amendment, Resolution No. 2014-137

Action Requested:

Adopt Resolution No. 2014-137, approving the request for a Comprehensive Plan Amendment for the following:

- Revise and replace the Pedestrian Facilities section of the Transportation Chapter (Chapter 7) of the Comprehensive Plan and Figure 7-10 Sidewalk Facilities.

Information / Background:

As part of the overall Living Streets Plan, staff has been preparing a new Sidewalk Facilities Map based in part on the 2008 Comprehensive Plan, the approved Living Streets policy and input from City staff, officials and residents. At the Jul. 1 Work Session, City Council expressed a desire to approve an updated Sidewalk Facilities Map prior to the approval of the overall Living Streets Plan (anticipated for early of 2015). City Council also directed staff to bring the Sidewalk Facilities Map forward for amendment into the Comprehensive Plan, so that an approved sidewalk network can be considered during the planning and design of current and future roadway reconstruction projects. On Oct. 22, a public hearing was held with the Planning Commission regarding amending the Sidewalk Facilities Map to the Comprehensive Plan. At that meeting testimony was heard and the Commission voted to approve the Comprehensive Planning Amendment and send it to City Council for consideration.

The following is the timeline for approvals and amendment to the City of Edina Comprehensive Plan:

- | | |
|--|---------|
| • Sidewalk Facilities Map posted for public comment (Speak Up, Edina!) | Oct. 3 |
| • Informational packet received by City Council | Oct. 7 |
| • Planning Commission Public Hearing and Approval of Amendment | Oct. 22 |
| • Sidewalk Facilities Map posted for public comment (Speak Up, Edina!) | Oct. 27 |
| • City Council Public Hearing and approval of Comprehensive Plan amendment | Nov. 3 |

The Sidewalk Facilities Map shows the streets that currently have sidewalks and streets where sidewalks are planned over the next 20-30 years. It should be noted that the map does *not* indicate on which side of the street future sidewalks are to be installed. This decision will be based on input from more thorough engineering studies and stakeholders prior to design and installation. Additionally, if a sidewalk is not indicated on a particular street, this does not preclude that street from being considered for a sidewalk in

the future as its context criteria (e.g. traffic counts, speeds, redevelopment, etc.) may change over time, and residents are free to petition for a sidewalk as well.

The Sidewalk Facilities Map reflects thoughtful and considerable construction of criteria, is data-driven (see attached matrix), and most importantly is consistent with the Living Streets Policy vision and value of supporting the transportation needs of all Edina's residents.

Comprehensive Plan Amendment: Pedestrian Facilities

Attached is the Sidewalk Facilities Map, which will replace Figure 7.10 in the 2008 Comprehensive Plan, and below is content that is recommended to replace the "Pedestrian Facilities" section of that Plan (Chapter 7, pages 7-33 to 7-36: "Pedestrian and Bike Facilities").

Pedestrian Facilities

The goal of this section is to build upon the current City practices to create a framework for planning and implementation of future sidewalks. Sidewalks and other pedestrian facilities are an important component of the City's transportation infrastructure.

Sidewalks and paths provide safe movement for individuals of all ages and abilities, decrease the dependency on motor vehicles, and encourage active lifestyles. An effective municipal sidewalk system provides network continuity such that there is broad geographic coverage for a range of users and uses, without notable gaps.

Sidewalks should provide a comfortable space for pedestrians between the roadway and adjacent land uses. Sidewalks are the most important component of pedestrian mobility. They provide opportunities for active living and access to destinations and critical connections between multiple modes of travel, as users of motor vehicles, transit and bicycles all must walk at some time during their trip.

Refer to the Sidewalk Facilities Map (**Figure 7.10**) for locations of existing and proposed future sidewalks.

Sidewalks are required:

- Where a street abuts or is in the vicinity of a public school, public building, community playfield, or neighborhood park. Termini to be determined by context.
- On both sides of minor arterial streets.
- On one or both sides of collector streets.
- As required by zoning code or condition of plan approval.
- When one or more of the context criteria are met (see below).

The following context criteria may be used when determining whether an otherwise optional sidewalk should be required. The criteria may be applied in any combination, using engineering judgment. An optional sidewalk may be required when:

- A sidewalk is recommended by the Edina Active (Safe) Routes to School Comprehensive Plan.
- The street is identified as a park or commercial destination.
- Average daily traffic is greater than 500 vehicles.
- 85th percentile speed is greater than 30 mph.
- There is a history of crashes involving pedestrians walking along the roadway.
- Transit stop(s) are present.
- A sidewalk would create a logical connection between destinations.
- Site lines, roadway geometry, or insufficient lighting makes it difficult for motorists to see pedestrians walking along the roadway.
- The street width is less than 27 feet.

Citizen- and/or business-petitioned sidewalk locations will also receive important consideration as they are brought forward for City review.

Sidewalks within the City are divided into the following three categories. It is possible that a sidewalk may fit into more than one category:

State-Aid sidewalks are located adjacent to Municipal State-Aid Streets (MSAS).

Active Routes to School sidewalks are identified by the Edina Active Routes to School Comprehensive Plan (approved on Feb 3, 2014) as recommended to improve connectivity and safe routes to schools.

City sidewalks are sidewalks that meet the requirements and/or context criteria above.

Sidewalks shall be a minimum of 5 feet wide to provide adequate space for two pedestrians to comfortably pass side-by-side. Wider sidewalks (8 to 12 feet) are recommended where pedestrians are likely to travel in groups, such as near schools and in shopping districts, or where adjacent to transit stops.

A standard minimum 5-foot boulevard (the space between the sidewalk and the curb or edge of pavement) shall be provided whenever possible to increase pedestrian safety and comfort, as well as providing space for snow storage. Minimum planted boulevard widths may be three feet (see following paragraph).

In shopping districts characterized by zero-lot lines, street furniture and/or on-street parking, sidewalks may be wider with no boulevard. Additionally, a shallower boulevard or curbside sidewalk may be constructed when the cost of constructing a five-foot boulevard would be excessively disproportionate due to existing right-of-way or topographical constraints. Curbside sidewalks shall have a minimum width of 6 feet unobstructed for travel (5 feet clear of sign posts, traffic signals, utility poles, etc., plus one foot for snow storage/clearing operations).

Financing of the future sidewalks are separated into two categories:

1. **State-Aid** Costs cover any proposed sidewalk located adjacent to a State-Aid designated roadway and are paid by a combination of State-Aid funds and the Pedestrian and Cyclist Safety (PACS) Fund.
2. **Active Routes to School and City** Costs cover any proposed sidewalk located adjacent to a non-State-Aid designated roadway and are paid 100 percent by the Pedestrian and Cyclist Safety (PACS) Fund.

The City should search out additional funding sources, such as grants or partnering with other agencies, for larger projects that have regional significance. One potential important source is the Safe Routes to School Program in which Mn/DOT allocates federal funds to projects of merit selected on a competitive basis.

Sidewalks located on State-Aid roads or within the Public School Zones will be maintained by the City of Edina. Typical City maintenance includes snow removal and repair of broken or shifted sidewalks. Sidewalks located in other areas must be maintained by the property owners.

Attachments:

- Resolution No. 2014-137
- Sidewalk Facilities Map: Figure 7.10
- Sidewalk Criteria Matrix
- Draft Planning Commission Meeting Minutes of Oct. 22, 2014
- Resident comments via Speak Up! Edina
- Resident email correspondence received during comment period
- Resident Petition received Oct. 28, 2014



RESOLUTION NO. 2014-137

**RESOLUTION APPROVING A COMPREHENSIVE PLAN AMENDMENT
TO REVISE AND REPLACE THE PEDESTRIAN FACILITIES SECTION OF
TRANSPORTATION CHAPTER 7**

BE IT RESOLVED by the City Council of the City of Edina, Minnesota, as follows:

Section 1. BACKGROUND.

- 1.01 The Comprehensive Plan states that “sidewalks and paths provide safe movement for all individuals of all ages, decreased the dependency on motor vehicles, and encourage active lifestyles.” The Comprehensive Plan also indicates that in order for the City’s sidewalk system to be effective, it should provide network continuity with broad geographic coverage and without notable gaps.
- 1.02 In the City’s 2013 Quality of Life Survey, 73 percent of respondents indicated that Edina needs more sidewalks.
- 1.03 In December of 2012, the City created the Pedestrian and Cyclist Safety (PACS) Fund, which is a dedicated source of funding for the construction and maintenance of non-motorized transportation infrastructure. Property owners are no longer assessed for new sidewalks.
- 1.04 In August of 2013, the City Council unanimously approved the Living Streets Policy, which includes the following principle: “The City will plan, design, and build high quality transportation facilities that meet the needs of the most vulnerable users (pedestrians, cyclists, children, elderly, and disabled) while enhancing safety and convenience for all users, and providing access and mobility for all modes.”
- 1.05 As part of the overall Living Streets Plan, staff has been preparing a new Sidewalk Facilities Map based in part on the 2008 Comprehensive Plan, the approved Living Streets policy and input from City staff, officials and residents.
- 1.06 At their July 1 Work Session, City Council expressed a desire to approve an updated Sidewalk Facilities Map prior to the approval of the overall Living Streets Plan (anticipated by early of 2015). Council also directed staff to bring the Sidewalk Facilities Map forward for amendment into the Comprehensive Plan, so that an approved sidewalk network can be considered during the planning and design of current and future roadway reconstruction projects.
- 1.07 On October 22, 2014 a public hearing was held with the Planning Commission regarding amending the Sidewalk Facilities Map to the Comprehensive Plan. At that meeting testimony was heard and the Commission unanimously recommended approval of the the Comprehensive Plan Amendment.
- 1.08 The following is the timeline for approvals and amendment to the City of Edina Comprehensive Plan:

- Sidewalk Facilities Map posted for public comment (Speak Up, Edina!) October 3
- Informational packet received by Council October 7
- Planning Commission Public Hearing and Approval of Amendment October 22
- Sidewalk Facilities Map posted for public comment (Speak Up, Edina!) October 27
- City Council Public Hearing and approval of Comprehensive Plan amendment November 3

1.09 The proposed amendment indicates the Edina streets that currently have sidewalks along with those streets where sidewalks are planned in the next 20 to 30 years. The following should be noted:

- The Plan is not meant to indicate on which side of the street future sidewalks are to be installed; that decision will be based on input from more thorough engineering studies and stakeholders prior to design and installation
- If a sidewalk is not indicated on a particular street, this does not preclude that street from being considered for a sidewalk in the future as its context criteria (e.g. traffic counts, speeds, redevelopment) may change over time, and residents are free to petition for a sidewalk as well.
- Future sidewalk design (e.g. location, boulevard width) can vary depending on impacts such as existing trees, steep slopes, etc.

Section 2. FINDINGS

2.01 Approval is subject to the following findings:

1. Goals of the Comprehensive Plan include safe walking, bicycling and driving, and promoting health; the proposed amendment would assist the City in meeting these goals by planning for a citywide pedestrian transportation network based on adopted policy and data.
2. The City's Living Streets Policy states that sidewalks are required on all arterial and collector streets, and where streets abut a public school, public building, community playfield or neighborhood park; the proposed amendment meets these goals.
3. The proposed amendment reflects thoughtful and considerable construction of criteria, is data-driven, and is consistent with the Living Streets Policy vision and value of supporting the transportation needs of all Edina's residents.

Section 3. APPROVAL

NOW THEREFORE, it is hereby resolved that the City Council of the City of Edina, approves the Comprehensive Plan amendment as follows, subject to Metropolitan Council approval:

Pedestrian and Bike Facilities

Pedestrian Facilities

The goal of this section is to build upon the current City practices to create a framework for planning and implementation of future sidewalks. Sidewalks and other pedestrian facilities are an important component of the City's transportation infrastructure.

Sidewalks and paths provide safe movement for individuals of all ages and abilities, decrease the dependency on motor vehicles, and encourage active lifestyles. An effective municipal sidewalk system provides network continuity such that there is broad geographic coverage for a range of users and uses, without notable gaps.

~~A thorough review of the existing sidewalk and path network has been completed by City Staff. The following categories were used to evaluate existing facilities and help determine appropriate locations for future sidewalks. These categories are generally listed in descending order of priority:~~

- ~~*—Public school walking zones~~
- ~~*—Park and activity center walking zones~~
- ~~*—Retail business walking zones~~
- ~~*—Public transit facilities~~
- ~~*—Roads where high vehicle traffic volumes create an impediment to pedestrian movements~~
- ~~*—Roads defined as Collectors and above~~
- ~~*—Roads with State Aid designation~~
- ~~*—Sidewalks internal to larger sites~~

~~Citizen and/or business petitioned locations will also receive important consideration as they are brought forward for City review.~~

~~A walking zone of 0.7 miles was used for public and private elementary schools, retail business centers and parks. A one mile walking zone was used for middle and senior high schools (both public and private). These zones are consistent with the Edina School District guidelines.~~

~~Sidewalks within the City are divided into the following four categories:~~

~~State Aid sidewalks are located adjacent to Municipal State Aid Streets (MSAS) and are funded from MSAS funds.~~

~~School Zone sidewalks are identified by the City and Edina School District and are located within the identified school walking zones.~~

~~Destination Zone~~ sidewalks are typically located along roadways that link existing systems and carry over 750 vehicles per day. Examples of destination nodes are business districts, parks and other community activity areas.

~~Local/ Low Volume Street Zone~~ sidewalks are any sidewalks that do not meet any of the above definitions, but have importance from access and system continuity perspectives.

Figure 7.10 depicts existing and proposed future sidewalk locations based on information and criteria provided above. The construction of new sidewalks and pathways is performed in accordance with current practices as directed by the City of Edina Engineering Department.

A boulevard style sidewalk is recommended for new construction wherever feasible to maximize safety conditions for pedestrians. Sidewalks should be designed to minimize impacts to large trees, avoid steep grades, and generally accommodate other site constraints. Geometric limitations may force a sidewalk to be placed along the edge of a roadway.

Sidewalks are typically five feet wide; however, a four foot width is acceptable for boulevard style sidewalks when not maintained by the City of Edina. Boulevard widths should be approximately five feet wide to allow proper growth of sod.

Financing of the proposed sidewalks are separated into four categories:

- ~~1. State Aid Costs~~ cover any proposed sidewalk located adjacent to a State Aid designated roadway and are paid 100 percent by State Aid funds.
- ~~2. Public School Zone Costs~~ will be split using 25 percent City funds, 25 percent School funds, and 50 percent Special Property Assessments.
- ~~3. Destination Zone Costs~~ will be split between 25 percent City funds and 75 percent Special Property Assessments.
- ~~4. Local/ Low Volume Street Zone Costs~~ will be financed 100 percent through Special Property Assessments.

Special property assessment policy should be reviewed for each individual project. The City has the discretion to order a project assessed on a per adjacent lot basis, per local area assessment, or a combination of both.

Sidewalks should provide a comfortable space for pedestrians between the roadway and adjacent land uses. Sidewalks are the most important component of pedestrian mobility. They provide opportunities for active living and access to destinations and critical connections between multiple modes of travel, as users of motor vehicles, transit and bicycles all must walk at some time during their trip.

Refer to the Sidewalk Facilities Map (*Figure 7.10*) for locations of existing and proposed future sidewalks.

Sidewalks are required:

- Where a street abuts or is in the vicinity of a public school, public building, community playfield, or neighborhood park. Termini to be determined by context.
- On both sides of minor arterial streets.
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- When one or more of the context criteria are met (see below).

The following context criteria may be used when determining whether an otherwise optional sidewalk should be required. The criteria may be applied in any combination, using engineering judgment. An optional sidewalk may be required when:

- A sidewalk is recommended by the Edina Active (Safe) Routes to School Comprehensive Plan.
- The street is identified as a park or commercial destination.
- Average daily traffic is greater than 500 vehicles.
- 85th percentile speed is greater than 30 mph.
- There is a history of crashes involving pedestrians walking along the roadway.
- Transit stop(s) are present.
- A sidewalk would create a logical connection between destinations.
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Citizen- and/or business-petitioned sidewalk locations will also receive important consideration as they are brought forward for City review.

Sidewalks within the City are divided into the following three categories. It is possible that a sidewalk may fit into more than one category:

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In shopping districts characterized by zero-lot lines, street furniture and/or on-street parking, sidewalks may be wider with no boulevard. Additionally, a shallower boulevard or curbside sidewalk may be constructed when the cost of constructing a five-foot boulevard would be excessively disproportionate due to existing right-of-way or topographical constraints. Curbside sidewalks shall have a minimum width of 6 feet unobstructed for travel (5 feet clear of sign posts, traffic signals, utility poles, etc., plus one foot for snow storage/clearing operations).

Financing of the future sidewalks are separated into two categories:

1. **State-Aid Costs** cover any proposed sidewalk located adjacent to a State-Aid designated roadway and are paid by a combination of State-Aid funds and the Pedestrian and Cyclist Safety (PACS) Fund.
2. **Active Routes to School and City Costs** cover any proposed sidewalk located adjacent to a non-State-Aid designated roadway and are paid 100 percent by the Pedestrian and Cyclist Safety (PACS) Fund.

The City should search out additional funding sources, such as grants or partnering with other agencies, for larger projects that have regional significance. One potential important source is the Safe Routes to School Program in which Mn/DOT allocates federal funds to projects of merit selected on a competitive basis.

Sidewalks located on State-Aid roads or within the Public School Zones will be maintained by the City of Edina. Typical City maintenance includes snow removal and repair of broken or shifted sidewalks. Sidewalks located ~~on Local/Low Volume Street Zones and Destination Zones must be maintained by the property owners.~~ in other areas must be maintained by the property owners.

Bike Facilities

In 2006, the City Council appointed the Bike Edina Task Force (BETF), made up of citizens interested in bicycle issues and planning. The BETF has overseen the preparation of the *City of Edina Comprehensive Bicycle Transportation Plan*, which is hereby adopted by reference and included as *Appendix T-2*. This document provides a detailed identification of current conditions and problem areas regarding bicycle facilities within the City. It also provides a vision regarding system-wide improvements to the City's bicycling facilities.

It is the goal of the City to improve conditions for bicycling by reducing hazards and by developing and improving Edina's bicycle transportation infrastructure so as to invite Edina residents, workers, and visitors to include bicycling as part of their daily mobility activities. Bicycle improvements will be implemented to support safe, efficient, and inviting travel for children riding to school and adults riding to work, as well as recreational users. It is hoped that enhancing biking activities will remove a significant number of vehicular trips from Edina's roadway system.

The guiding principles for improving bicycle facilities in Edina are as follows:

- Improve safety conditions for cyclists, pedestrians, and motorists
- Provide safe routes for all ages and ability levels
- Improve connections to local and regional destinations
- Provide a useful and realistic transportation method within the City
- Promote bicycling to improve community health

One of the key tools that will be used by the City to improve its overall bicycling system as outlined above is a recommended route network as identified in the *Edina Comprehensive Bicycle Transportation Plan*. This network is provided as *Figure 7.11* of this Comprehensive Plan Update. It is divided into primary routes and secondary routes. The City intends to first focus on integrating the primary routes into existing infrastructure before proceeding with the secondary routes. Prior to system improvements being implemented in this manner, they will need to be reviewed by the City's Engineering and Planning Departments to confirm technical feasibility and to refine design elements as warranted.

Implementation of bicycle system infrastructure improvements will be a relatively long-term undertaking that will be broken down into implementation phases or time periods. The planning and implementation of these improvements take into account regional trail systems and associated improvements, as well as more general infrastructure planning on the part of the City and Hennepin County.

ATTEST: _____
Debra A. Mangen, City Clerk

James B. Hovland, Mayor

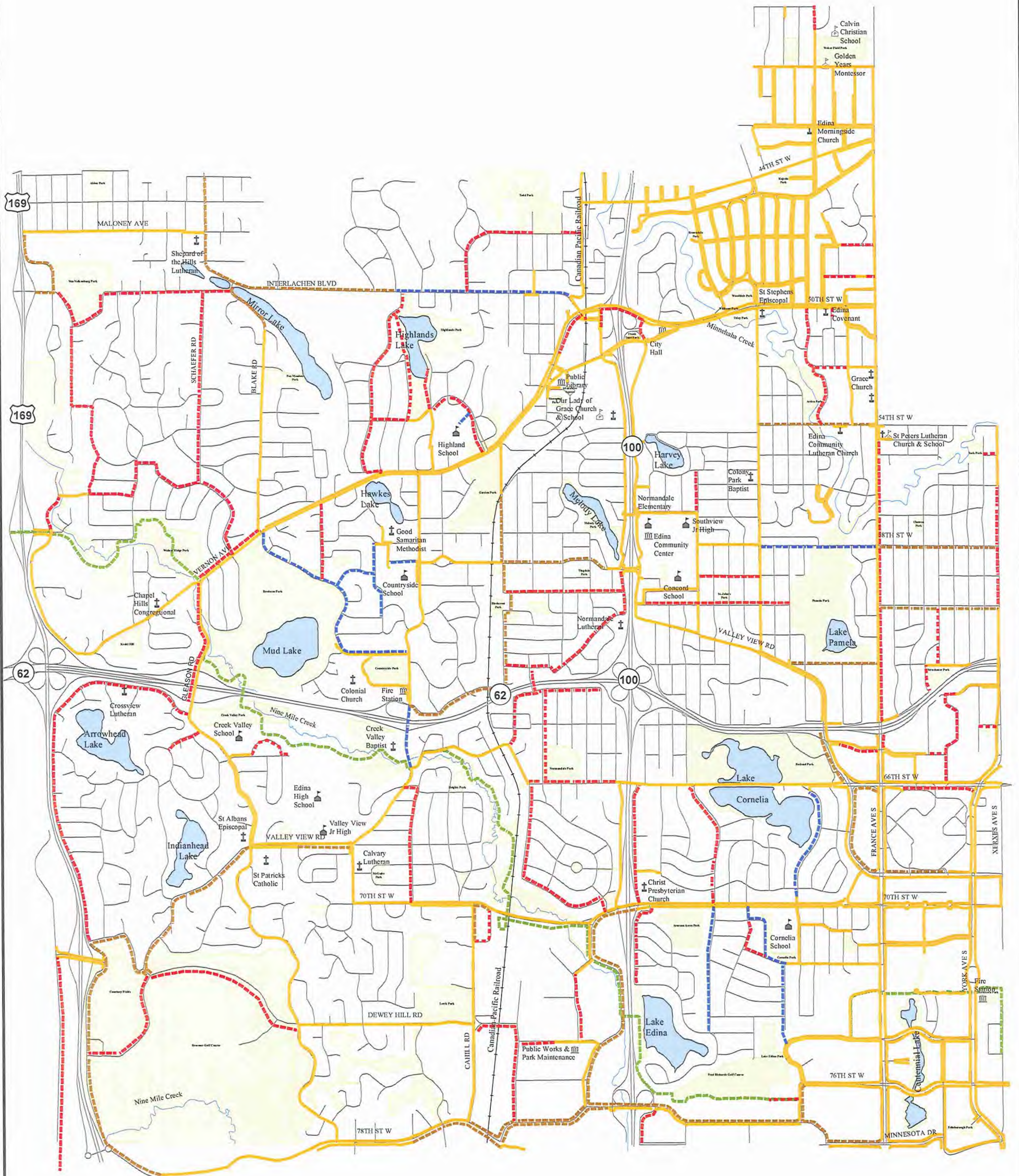
STATE OF MINNESOTA)
COUNTY OF HENNEPIN)SS
CITY OF EDINA)

CERTIFICATE OF CITY CLERK

I, the undersigned duly appointed and acting City Clerk for the City of Edina do hereby certify that the attached and foregoing Resolution was duly adopted by the Edina City Council at its Regular Meeting of November 3, 2014, and as recorded in the Minutes of said Regular Meeting.

WITNESS my hand and seal of said City this ____ day of _____, 2014.

City Clerk



Legend
 — Existing Sidewalk
 - - - Future State-Aid Sidewalk
 - - - Future Active Routes To School Sidewalk
 - - - Future City Sidewalk
 - - - Future Nine Mile Creek Regional Trail



City of Edina
2008 Comprehensive Plan Update



Sidewalk Facilities
Figure 7.10

Edina Sidewalk Facilities Plan: Criteria Matrix

Streets listed below are local streets as defined in the 2008 Comprehensive Plan (according to the Sidewalk Facilities Plan, sidewalks are required on Minor Arterial and Collector Streets)

Quadrant	Street Name(s)	Average Daily Traffic (vehicles)	85th% Speed (mph)	Additional Comments
Northeast	Arden Ave S / Minnehaha Blvd	500		Connects/adjacent to Arden Park
Northeast	Beard Ave S	400		Connects/adjacent to Strachauer Park
Northeast	Concord Ave	1,300		Connects to Southview Middle School, Kuhlman Field
Northeast	W 48th St	1,000		
Northeast	Morningside Rd	1,800	38	
Northeast	W 49th St	*	*	Pending traffic/speed counts
Northeast	W 52nd St	475		Connects to Arden Park, trail
Northeast	W 55th St			Connects to York Park
Northeast	W 58th St	1,000-3,300	33	Connects three collector streets to Pamela Park
Northeast	W 59th St	575	31	Connects to Concord School
Northeast	W 60th St	1,100		Connects to Pamela Park, St. Johns Park
Northwest	Arbor Ave	310	30	Active Routes to School-recommended sidewalk
Northwest	Ayrshire Blvd	890	33	Connects Highlands Park and School
Northwest	Benton Ave	931		Active Routes to School-recommended sidewalk
Northwest	Division St / Cooper Ave	1,000	34	Connects two collector streets to Todd Park
Northwest	Doncaster Way	425	32	Connects/adjacent to Highlands Park
Northwest	Glengarry Pkwy			Adjacent to Highlands Park
Northwest	Hansen Rd	1,700	32	Connects to Birchcrest Park
Northwest	Interlachen Blvd / Park Terrace / Malibu Dr	1,100-2,200		Connects to TH 169 & Van Valkenberg Park
Northwest	Lincoln Dr / Dovre Dr / Londonberry Rd / Stauder Cir	1,750	32	
Northwest	Malibu Dr / Telemark Tr / Parkwood Rd / Parkwood Ln	1,500	34	Connects to TH 169 & Van Valkenberg Park
Northwest	Mirror Lakes Dr	730	32	Connects to Highlands Park
Northwest	Olinger Rd	1,900	37	Connects to Bredesen Park
Northwest	Schaefer Rd	1,300	35	
Northwest	Sun Rd	3,070	31	Active Routes to School-recommended sidewalk
Northwest	Valley View Rd / Maddox Ln / Normandale Rd	1,500-2,600	38	Connects to bridges across TH 100 & TH 62
Northwest	W 60th St	4,000	36	
Northwest	Wyman Ave	1,500		Pedestrian access across TH 62
Southeast	Barrie Rd / Heritage Dr	1,350-3,650	32	
Southeast	Claremore Dr			Active Routes to School-recommended sidewalk
Southeast	Cornelia Dr	2,000	35	Active Routes to School-recommended sidewalk
Southeast	Kellogg Ave			Active Routes to School-recommended sidewalk
Southeast	Normandale Rd	1,200	35	
Southeast	Oaklawn Ave	1,800	35	Active Routes to School-recommended sidewalk
Southeast	W 64th St			Connection to beacon crossing of Xerxes Ave
Southeast	W 65th St			Connection to hospital/medical area
Southeast	West Shore Dr	1,300	32	Active Routes to School-recommended sidewalk
Southeast	Wooddale Ave S	1,000		
Southwest	Amundson Ave			Adjacent to retail/business area
Southwest	Braemar Blvd	1,000	32	Connects to Braemar Golf Course, Golf Dome, Arena
Southwest	Bush Lake Rd	4,500	34	
Southwest	Dewey Hill Rd / W 74th St	3,400		Connects to Lewis Park
Southwest	Indian Hills Pass	1,300	34	Connects to Creek Valley Elementary
Southwest	Nordic Cir			Adjacent to Creek Valley School
Southwest	Ridgeview Rd / Abercrombie Dr / Raburn Dr	460	30	
Southwest	Tracy Ave / W 66th St	1,500	33	
Southwest	W 63rd St / Ridgeview Dr	2,700	34	
Southwest	Ohms Ln	2,700	32	
Southwest	Warren Ave	500	33	Connects/adjacent to Normandale Park

VI. PUBLIC HEARINGS

C. Comprehensive Plan Amendment: "Sidewalk Facilities Plan"

Staff presentation

Mark Nolan, Transportation Planner addressed the Commission and presented a Sidewalk Facilities Plan for an amendment to the Pedestrian and Bike Facilities section of the Comprehensive Plan. Nolan explained the "new" Sidewalk Facilities Plan is based on part of the 2008 Comprehensive plan, the Living Streets policy and input from City staff. Nolan said at a work session the City Council requested an updated Sidewalks Facilities Plan prior to final approval of a Living Streets Plan.

Nolan noted currently the "Plan" is in the "public comment" period of the process with the Council scheduled to hear the proposed amendment on November 3, 2014. Nolan concluded that numerous comments in support of the "Plan" have been received; including two negative comments.

Discussion

Commissioner Seeley asked Mr. Nolan if it was found that pedestrians are unsafe without sidewalks. Nolan responded their findings indicate pedestrians are safer off the street.

Commissioner Platteter commented that the proposed amendment is a piece of the proposed Living Streets Plan. The Living Streets Plan could fold into the Comprehensive Plan when it's updated.

Commissioner Lee asked Mr. Nolan if there was flexibility in sidewalk size. Mr. Nolan responded there is an element of flexibility; however, the City's goal is for a 5-foot boulevard and 5-foot sidewalk. Lee questioned how sidewalks are prioritized. Nolan said as the City develops its Capital Improvements Plan sidewalks are prioritized. Sidewalks can also be done on a case by case basis for safety reasons, connectivity to schools, etc.

A discussion ensued with Commissioners wondering if streets can be narrowed, if boulevards are private or publicly owned and who is responsible for boulevard and sidewalk maintenance.

In response to questions Mr. Nolan explained that streets can be narrowed when opportunities arise. Boulevards in residential areas are generally publically owned; however maintenance of the boulevard falls to the property owners. Nolan said discussions on boulevard plantings continue; reiterating boulevard maintenance is done by the property owners. Continuing, Nolan also reported that sidewalk maintenance

falls to the property owners unless they are located on a State-Aid road or road connecting to public schools.

Questions were raised if sidewalks reduce vehicle speed and if a narrower street reduces speed. Mr. Nolan responded he doesn't believe the introduction of sidewalks in itself reduce vehicle speed; however, when other engineering tools are implemented such as narrowed streets, bump outs, plantings, etc. speed is reduced.

Commissioners asked if a tree study would be done during the sidewalk process, acknowledging trees could be lost through sidewalk construction. Mr. Nolan responded all sidewalks are subject to a feasibility study, property notice, public input etc. Nolan also said study is also done on which side of the street is best for the sidewalk and where possible trees would be saved.

Commissioner Platteter said with regard to sidewalks and trees he has seen sidewalks introduced that actually go around trees. Nolan agreed, adding as previously mentioned all sidewalks are thoroughly studied and noticed before constructed.

Chair Staunton opened the public hearing.

Public Testimony

Deanne Dubbs, 5316 Maddox Lane addressed the Commission on the issue of sidewalks.

Tom Dewey, 5612 Concord Avenue addressed the Commission on the issue of sidewalks

Commissioner Platteter moved to close the public hearing. Commissioner Lee seconded the motion. All voted aye; motion to close public hearing approved.

Two residents on West Shore Drive addressed the Commission on the issue of sidewalks.

Discussion

Commissioner Forrest commented as she understands it a sidewalk improvement plan and public input process is required before City Council approves specific sidewalk locations. Continuing, Forrest said what's before the Commission this evening is an amendment that updates the Comprehensive Sidewalk Facilities Plan. This "update" provides the public with information on future sidewalk locations. Nolan agreed, reiterating all sidewalk improvement plans would be noticed and heard by the City Council before constructed; adding sidewalks can also "go away" or be added as the City evolves. The Comprehensive Plan Sidewalks Facilities plan doesn't signify immediate sidewalk construction.

Commissioner Hobbs stated in his opinion its good that the City provides residents with a sidewalk facilities plan. Commissioners and Chair Staunton agreed, adding it provides transparency.

Motion

Commissioner Olsen moved approval of the Comprehensive Plan Amendment: Sidewalk and Bike Facilities Plan. Commissioner Carr seconded the motion. All voted aye; motion carried.

Chair Staunton reiterated he supports the amendment, adding transparency is important and the Sidewalk and Bike Facilities Plan provides that transparency. Staunton further noted all proposed sidewalks will be noticed by the City and heard by the City Council for review and approval. This also provides residents with the ability to share their concerns or support for sidewalks in their area.

VII. REPORTS/RECOMMENDATIONS

A. Lot Division. David Hendel. 5320 Kelsey Terrace, Edina, MN

Staff Presentation

Planner Teague reported that Mr. David Hendel on behalf of the property owners Paul and Jean Mooty, is requesting to shift the existing lot line that divides the property at 5320 Kelsey Terrace and Outlot B of the Parkwood Knolls 26th Addition. Both properties are owned by the Mootys. The purpose of the request is to shift the side lot line to the north to make room for an addition to the existing home. The Outlot appears to be a leftover remnant of Parkwood Knolls 26th addition, that ended up being platted as an Outlot. The Outlot originally appears as part of Lot 26 in the Preliminary Plat.

Planner Teague concluded t that staff recommends that the City Council approve the Lot Division of 5320 Kelsey Terrace and Outlot B of Parkwood Knolls 26th Addition subject to the following findings:

1. The proposed lot line adjustment does not create a new lot.
2. The Outlot and 5320 Kelsey Terrace are both held under the same ownership. The properties appear to be one lot.
3. The existing utilities on the Outlot would not be impacted.

Approval is also subject to the following condition:

1. The existing drainage and utility easement must be vacated prior to filing of the approving resolution with Hennepin County.

Discussion

Commissioners questioned why minor lot line rearrangements and party wall divisions can't be accomplished administratively. Teague explained that at this time Code requires Commission and Council review.

Commissioner Lee commented that in her opinion the lot should be combined as one lot; not continue as two. Teague responded that would require a re-platting and at this time the property owner has requested this action.

Motion

Commissioner Platteter moved to recommend lot division approval based on staff findings and subject to staff conditions. Commissioner Hobbs seconded the motion. Ayes; Hobbs, Olsen, Carr, Platteter, Forrest, Staunton. Nay; Lee. Motion carried.

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Discussion: [Sidewalk Plan](#)

The City of Edina is in the process of updating its Sidewalk Facility Plan, which indicates Edina streets that currently have sidewalks and streets where sidewalks are planned to be added over the next 20 to 30 years. This new plan will be amended into the Pedestrian Facilities section of the Comprehensive Plan. There are two public hearings scheduled where residents can testify regarding this topic: 7 p.m. Oct. 22 Planning Commission meeting and 7 p.m. Nov. 3 City Council meeting. Opinions expressed here will be given to the City Council on Nov. 3.

2 Topics

50 Answers

Closed 2014-10-27

[View Discussion](#)
Topic: [Future Sidewalks](#)

[View the map](#) of the proposed sidewalk plan. Do you have any additional suggestions on where future sidewalks should go? If so, where?

43 Responses

43 Responses



[Nancy Killilea](#) 23 days ago

Please lead the discussion with SLP to improve the sidewalk on Morningside from Oakdale to Wooddale. Especially with the new development and increased traffic is imperative that we overcome the bureaucracy that continues to stand in the way of safety and community needs.

2 Supports

[Reply to Nancy Killilea](#)[Larry Olson](#) 22 days ago

This looks like a well laid out and well thought out plan. It's good to see the criteria which determines where future sidewalks should go. It's not saying to put a sidewalk on every street. With the new PACs funding from a franchise fee on gas and electric bills, the burden of paying for these sidewalks is relieved from homeowners. Also, sidewalks on school routes are plowed by the city.

3 Supports

[Reply to Larry Olson](#)[Sean Hayford O'leary](#) 21 days ago

Two specific gaps not addressed by the plan: the west side of York/Xerxes ave is missing sidewalk for 100-200 feet just north of 66th St (a right turn simply cuts into the space of the sidewalk and completely replaces it). This should be marked as future sidewalk. I also think both sides of the 77th St overpass of TH 100 must be marked for future sidewalks. I understand the existing bridge may not be wide enough to do this -- but future means future. In the long run, it is not reasonable to expect pedestrians on the north side to cross 4 intersections in this busy interchange when they should only have to cross 2.

I also think that there should be substantially more sidewalks in the gridded portions of Edina (bordering Hopkins and Minneapolis). Sidewalks create huge value and provide great mobility options for denser, gridded blocks (as they do right now in the Country Club District).

2 Supports

[Mark Nolan](#), Transportation Planner admin 20 days ago

Thanks for your suggestions Sean! The W. 77th Street bridge over Highway 100 is part of a minor arterial, and should indeed have sidewalks indicated for both sides. That change will be made. As for the west side of Xerxes Ave north of W. 66th, right-of-way restrictions may be an issue there but we will look to incorporate that into our plan as well. Thanks again!

0 Supports

[Reply to Mark Nolan](#)[Reply to Sean Hayford O'leary](#)[Sean Hayford O'leary](#) 21 days ago

And apologies for the double posting, but the Delete button doesn't work in Chrome or Firefox. If an administrator were so inclined to delete one of those posts (and this one), that would be great!

0 Supports

[Jordan Gilgenbach](#) admin 21 days ago

Thanks for the heads up, Sean! I've deleted the double post and will let our vendor know of the issue.

0 Supports

[Reply to Jordan Gilgenbach](#)[Reply to Sean Hayford Oleary](#)[David Frenkel](#) 21 days ago

I am a proponent of sidewalks but there is a large group of people opposed to them. For the sake of transparency how is the city taking both views into account in building new sidewalks?

0 Supports

[Reply to David Frenkel](#)[William David](#) 21 days ago

I fully support adding sidewalks in the recommended areas of Chowen Park (including next to my house on 60th St.) Both 58th and 60th Streets are heavily traveled by both drivers, pedestrians and cyclists. Sidewalks and minor traffic calming modifications will slow speeding traffic and make it safer and more comfortable for pedestrians. Our family hopes the City implements these improvements soon!

6 Supports

[Joan Orth](#) at October 20, 2014 at 11:35pm CDT

I agree. There is quite a bit of pedestrian traffic on W. 60th St. between France and Xerxes, as well as 58th St. One pedestrian was killed between Xerxes and York. The morning or evening sun is a contributing hazard.

0 Supports

[Reply to Joan Orth](#)[Reply to William David](#)



[William David](#) 21 days ago

I fully support adding sidewalks in the recommended areas of Chowen Park (including next to my house on 60th St.) Both 58th and 60th Streets are heavily traveled by both drivers, pedestrians and cyclists. Sidewalks and minor traffic calming modifications will slow speeding traffic and make it safer and more comfortable for pedestrians. Our family hopes the City implements these improvements soon!

3 Supports

comment...

Reply to William David



[Karen Sandler Steinert](#) 21 days ago

Thank you for including West 62nd Street bordering Pamela Lake in the plan. This street is very dangerous to pedestrians and given that it is near a park that is currently expanding its parking lot, the addition of sidewalks are much needed.

5 Supports

comment...

Reply to Karen Sandler Steinert



[Chris Bremer](#) 21 days ago

I am glad to see the proposed sidewalks on Xerxes, Beard, and 60th, as well as on the east side of France. I hope that, when these sidewalks are put in, the unnecessarily wide streets will be made narrower, in keeping with the adopted Living Streets policy -- that would make things safer by slowing traffic and might also save a number of trees. I would like to see the short stretch of sidewalk on France Ave in front of Fairview Southdale Hospital put in place -- any chance the hospital would fund that rather than waiting for the city to pay for it? It would allow everyone who leaves east of France to walk to Southdale without having to cross France Ave (via the sidewalk from Ewing to France, by Hwy 62).

2 Supports



[Isaac Broberg](#) 20 days ago

Lets keep in mind also it is hard enough for those of us living on France Ave to pull out of our driveways. At the current time most of us have a parking buffer where we are able to pull into. Albeit, often times still honked at by drivers who are speeding by no less as if we are in their way. France works just fine with one side of sidewalk near my place around 58th to the hwy, I rarely see people walking by.

0 Supports



[Sean Hayford O'leary](#) 20 days ago

The trouble with a really busy street like France having a sidewalk on only one side is that people on the "wrong" side of the street have to get across the very busy street to access the sidewalk. Just as it's hard to get out of your driveway, it's very hard to negotiate a gap in traffic to cross if you don't happen to be at a light. France is also a bus route, so it can be difficult to access and wait at stops without sidewalks on both sides.

If no pedestrians are present, then it should be OK to pull into the sidewalk area (after checking for peds) to better see traffic on France.

1 Support



[Chris Bremer](#) 20 days ago

If they included some landscaped bumpouts on France along with a sidewalk it could provide protection for residents as they exit their driveways, as well as affording pedestrians on a new sidewalk a bit more separation from traffic..

0 Supports

Reply to Isaac Broberg



[Sean Hayford O'leary](#) 20 days ago

Agreed -- Xerxes is horrendously wide, especially between Crosstown and 66th. I appreciate the value of on-street parking on these streets, but it would be nicer if it were broken up by bumpouts (like Lyndale just north of Minnehaha Creek).

0 Supports



[Chris Bremer](#) 20 days ago

Xerxes happens to be a county road, which is how we got the ugly bumpouts north of the Crosstown on that street -- they just don't have the money to do something attractive as an add-on. Though when the street is totally reconstructed perhaps they could do something. Well-placed bumpouts would make it easier for people to get out of their driveways.

0 Supports

Reply to Sean Hayford O'leary

Reply to Chris Bremer



[San Asato](#) 21 days ago

Who maintains them? Who pays for maintenance costs?

0 Supports

[Isaac Broberg](#) 20 days ago

Good question. I hope everyone keeps in mind that Edina plows the sidewalks in the winters so more sidewalks means more maintenance costs all the way around.

0 Supports

[Mark Nolan](#), Transportation Planner admin 20 days ago

Edina's Public Works crews plow sidewalks that are on State Aid and County roadways, sidewalks that are adjacent/leading to parks and schools, and in a few other cases. For all other sidewalks (mostly in residential streets/neighborhoods) it is the property owner's responsibility to remove snow. Other costs associated with sidewalk maintenance are funded by a combination of the Public Works budget and the PACS Fund (http://edinamn.gov/pacs_fund). Thanks.

1 Support

[Katherine Stelberg Bass](#) 19 days ago

Yes, that is correct. There will be maintenance costs for sidewalks, just as there are for roads. Sidewalks are a transportation network for many residents, especially children and older residents who don't drive. It seems perfectly acceptable for the city (and its residents) to provide this public service for all residents, not just the ones who drive.

3 Supports

[Reply to Isaac Broberg](#)[Reply to San Asato](#)[Dave Bender](#) 21 days ago

I support the plan and sidewalks generally. They'll make the neighborhoods more livable and, properly done, will increase property values. I would like to see a sidewalk added to the plan on Code Avenue, connecting the proposed sidewalks on Valley View and Benton. That would create a nice walking loop, shorter than going all the way out to Hansen.

We especially need a sidewalk along Valley View, from Benton to at least Code. That's a natural walking route, and many people with and without pets walk it, but the cars really haul on the diagonal stretch from Normandale Lutheran to the block past Code (where it makes a sharp right). It would be good to get a sidewalk along there before a tragedy happens.

2 Supports



[Tom LaForce](#) 20 days ago

That sidewalk on Valley View was proposed to be part of the Birchcrest B neighborhood reconstruction project. People living on Valley View opposed it, and the council pulled it out of the project. If the sidewalk plan is adopted, it would be good to see that sidewalk reconsidered because the neighborhood reconstruction was delayed until next year and both projects could be done more economically together than as separate projects.

0 Supports



[Kate Frederick](#) 20 days ago

I live on the corner of Valley View and Mildred, and I would fully support the proposed sidewalk along our property. Drivers fly around the corners here, and it's just not safe for walkers and bikers. I would hope this public discussion means that more than just the people who live along a particular stretch of proposed sidewalk get to have their opinion considered.

3 Supports

Reply to Tom LaForce

Reply to Dave Bender



[claire lee](#) 20 days ago

I love that a new sidewalk is being put in on Vernon by Garden Park. I'm not sure who could address the possibility of adding a pedestrian crossing on Vernon and Garden Park. As of now if you're on the north side of Vernon and want to get over to Garden Park you take your life in your hands and then may have to climb over a barrier. Thanks for adding the sidewalk from Maloney over to the dog park.

3 Supports

Reply to claire lee



[Amy Olson](#) 20 days ago

It's great to see all of this support for sidewalks. I live on Cornelia Drive between Rosland Park and Cornelia Elementary and I can tell you that we have a lot of pedestrian traffic that would be much safer if they could use a sidewalk. Kids walking to school (my own son included), families walking to the park and pool, etc. Currently, with cars and pedestrians sharing the streets there are many times that the pedestrians have to hop up on the curb (which is impossible in winter), or cars have to come to a stop if there are two cars passing each other on the road or one car is passing a parked car. It's dangerous.

2 Supports

[Reply to Amy Olson](#)[Katherine Stelberg Bass](#) 19 days ago

I am grateful for the careful consideration of criteria and time the city has put into this plan. The network of sidewalks proposed seems quite reasonable and fairly conservative -- this is certainly not a "sidewalks on every street" plan that some have predicted. I have a couple of suggestions to consider as additions -- Indian Hills Pass - while it is a short road, it functions as a neighborhood collector and is directly across from Creek Valley Elementary. I've heard other parents from CV talk about the need for a safe facility for kids coming from neighborhoods directly across from the school. Do we know what the volumes are on that road? Also, Gleason Road has sidewalk on the west side, but could we consider a short segment on the east side with a terminus at Gleason Circle? There are many CV kids on Gleason Circle who walk to school and this would help them get up to Valley View without crossing mid-block. Thank you!

1 Support

[Reply to Katherine Stelberg Bass](#)[Emily Boettge](#) 19 days ago

Edina has worked hard to improve pedestrian facilities and it is so nice to see the future sidewalk plan continue the effort toward making walking safe and accessible. We are so lucky to live in a city with great schools, it is encouraging to see that a high priority has been placed on creating safe routes to school for our kids. This thoughtful plan highlights activity corridors where there is already a lot of pedestrian traffic and aims to put sidewalks where they are needed most.

3 Supports

[Reply to Emily Boettge](#)[Sapna Swaroop](#) 19 days ago

I am very happy that the City of Edina takes our transportation infrastructure seriously and has developed a strong plan to increase safety for pedestrians, especially children walking to school and our elderly neighbors. I appreciate that the City has identified the most important gaps and prioritized them in a way that balances need and cost.

4 Supports

[Reply to Sapna Swaroop](#)[Megan Flynn](#) 18 days ago

I'd love to see sidewalks on Monterey to allow children to get to the park at Susan Lindgren more easily and safely!

1 Support

[Reply to Megan Flynn](#)

[Joel Stegner](#), Community volunteer 18 days ago

I am on Barrie Road, two blocks north of 66th. The traffic study has a top end traffic count of 3650, among the highest in the city. Barrie/Heritage is the one way out of our neighborhood, is very curvy, with lots of cars parked on the street by the Colony and Heritage properties, includes Edina Towers and houses lots of elderly and lower income people. It is dangerous to walk to the south into Fairview Southdale and surrounding medical buildings or to Southdale, because there is no continuous sidewalk. Seniors should be out walking just as much as children, and the lack of sidewalks practically forces them to drive short distance. Given the 20+ year timeline, how many of them will still be alive when a sidewalk gets put in. I don't see any time lines on the plans. Without timelines, it simply could become a very politicized process which doesn't serve the city well.

0 Supports

[Reply to Joel Stegner](#)

[Misty Higgins](#) at October 16, 2014 at 11:12am CDT

I was surprised to see that the the corner of 55th and Beard is not on the proposed sidewalk list. Hundreds of people walk this area every day to access the bridge that goes over the creek at this intersection. Is it too late to be considered?

0 Supports

[Reply to Misty Higgins](#)

[Dustin Carlson](#) at October 16, 2014 at 3:18pm CDT

From up in the Brookside Heights neighborhood, I agree with Claire Lee's comment about adding a pedestrian crossing near Garden Park. Here's a situation where there is a lot of road (Vernon) between the Tracy and Eden Avenue crosswalks, so people will cross a high-traffic, high-speed road on their own. Plus, aren't non-stop light crosswalks fairly inexpensive ways to promote walking? The more crosswalks we add across the city, the more drivers will see walkers and learn to share the road with people on foot. There's a great crosswalk on on Interlachen Blvd near Vernon and even though motorists largely disregard it... at least it's a place to get pedestrians predictably crossing the road. More of these low-cost paint-and-signage crosswalks please (no flashing lights needed).

0 Supports

[Reply to Dustin Carlson](#)

[kristen rice](#) at October 17, 2014 at 10:00am CDT

I (and other local residents) would like to see a sidewalk put on Valley View Road from lower Mark Terrace up to Gleason. This is a stretch of road traveled by students on the way to the middle and high schools. This road has always been a pretty heavily traveled road, and it is getting

more congested as people seem to use it as a cut through during rush hour times to avoid the highways. I understand that there is a plan to put in a sidewalk from McCauley to lower Mark Terrace and I believe that is necessary. However, I believe that the stretch to the high school should have greater priority since kids are using it to walk to school - or would be instead of their parents driving them because of safety concerns. I do not understand why an additional sidewalk was added in front of St. Pat's when one was already on the other side of the street. I realize funding is always an issue but The Safe Routes to School Committee felt this was necessary, yet apparently do not feel a sidewalk on Valley View Road, where there is none, was necessary first. I grew up in this neighborhood and am now raising my children here - this sidewalk issue has been something that has been talked about by residents for over 40 years.

0 Supports

Reply to kristen rice



[Jennifer Haenel](#) at October 19, 2014 at 9:55pm CDT

I'm very much in support of sidewalks, especially as noted along Oaklawn Ave. However, a proposed sidewalk on Oaklawn Ave. looks to connect to existing sidewalks to the south, cutting through private property. Is this an error on the map?

0 Supports



[Mark Nolan](#), Transportation Planner admin at October 20, 2014 at 8:51am CDT

Ms. Haenel, the City of Edina holds a utility easement in this location, split 50/50 between the two adjacent properties. The City's Active Routes to School Plan recommended making this connection, and Edina has been approved for funding for this connection by the Three Rivers Park District (the Nine Mile Creek Regional Trail will be constructed on Parklawn Ave in 2017). Prior to any construction, the affected property owners will be involved in discussions regarding this trail connection.

0 Supports



[Jennifer Haenel](#) at October 20, 2014 at 3:20pm CDT

Thanks for clarifying!

0 Supports

Reply to Mark Nolan

Reply to Jennifer Haenel



[DK Zabel](#) at October 21, 2014 at 9:23am CDT

Thank you for putting a future sidewalk where W 66th and Tracy Ave are combined and then following up through Tracy Ave. There are a lot of school kids and pedestrians that use this half block strip and have no safe place to walk. Traffic is moderately consistent here and it is dangerous at times, especially during the winter months with ice and snow on the roads and during the summer when the Buckthorn overgrowth and visibility of

pedestrians is blocked at the stop sign of Valley View Rd and W. 66th/Tracy Ave. I look forward this sidewalk, it cannot come soon enough. Thank you!!

1 Support

Reply to DK Zabel



[Jim Stromberg](#) at October 22, 2014 at 9:10pm CDT

Another place that could use 'more' sidewalk is 49th St., between France and Maple. Presently, there is a short stretch of sidewalk on the south side of 49th that only crosses two pieces of property. This two-block stretch of 49th is heavily traveled by cars that try and avoid the traffic around 50th and France. The road also has a hill midway through that two-block stretch, which also makes walking along this street more hazardous than normal. It would be great if - at some point in time - this busy little street could have a sidewalk to help residents in this area negotiate the neighborhood without putting their lives in danger. Thanks for 'listening'.

0 Supports



[Bennett Porter](#) at October 23, 2014 at 5:52pm CDT

I agree with the need for a sidewalk on 49th. The 2012 sidewalk addition to Halifax Ave from 51st to 54th solved a similar problem of getting to 50th/France dining and walking. Other busy neighborhood streets including Arden Ave from 50th to Arden Park then east to 52nd/Halifax would also benefit from a sidewalk for the safety of our community.

0 Supports

Reply to Bennett Porter

Reply to Jim Stromberg



[tonya wilhoit](#) at October 27, 2014 at 1:05pm CDT

I do not see West 59th Street on the plans. This street from Wooddale to Concord is a main street for Concord Elementary. More than 20 children walk to/from Concord on West 59th Street every day. Also, parents, teachers and buses are speeding down this street to get to school. There are no stop signs from Wooddale to Concord on West 59th Street either. On West 59th Street this sidewalk could go from Pamela Park to Concord Elementary. This would seem like a likely spot for a sidewalk and it fits the criteria: routes to school, transit stop on wooddale, logical connection between destinations, it would promote safety in children walking/biking to school. PLEASE CONSIDER WEST 59th STREET- Children walk on this very busy street to the school!

1 Support

Reply to tonya wilhoit



[Peter Choukalas](#) at October 27, 2014 at 3:47pm CDT

Just a few comments concerning the sidewalk plan. Making Edina a more pedestrian-biker friendly community is a positive move. Now, if we could just get more drivers to pay attention to us pedestrians and bikers.....As to the sidewalk plan, consider the following:
 A. Complete the sidewalk along Normandale Road so that it meets the 9 mile Creek Regional Trail. B. Continue a walkway around Lake Edina. It's not a long walk, but would be good for meeting neighbors. C. The walk bridge crossing Highway #62 between Highway #100 and France Ave. was not included on the map. D. Consider completing the sidewalk from Cornelia School along Mavelle Drive to Lynmar Lane to the north or Sandell Ave to the north or both to West 70th Street. Also, consider completing the sidewalk south on Lynmar Lane to West 72nd Street. E. Continue the walkway on the north side of Fred Richards into the park (after The Fred closes to connect with the regional trail that will go through the park. F. Last, which of the new sidewalks, trails, etc. will be maintained by the City of Edina in the fall and winter, i.e. cleaned of wet leaves in the fall, and cleared of snow in the winter? Thank-you.

0 Supports

comment...

Reply to Peter Choukalas



[Sara Kaufman Sara Kaufman](#) at October 27, 2014 at 5:37pm CDT

I strongly second adding a sidewalk on 59th Street between Wooddale Ave. and Concord Elementary. The residential neighborhood in this area is very dense and full of Concord children with 1) no bus service and 2) no safe walking route to school. Anyone who observes 59th Street during to "to" and "from" school time will immediately see the problem. 59th is THE STREET that walkers use to get to school - it is the main, and direct artery leading to Concord Elementary and the neighborhood funnels to this street as a sort of "safety in numbers" default. Countless families walk this route to and from school, and sadly, share the pavement with speeding cars and buses rushing to and from Concord, as 59th is also the direct route for vehicles between Wooddale and Concord. Making the pedestrian route worse, is all the overflow, on-street parking (on 59th) the completely bottlenecks 59th at our kids most vulnerable time. With no sidewalks, and cars parked on both sides of the street, we literally walk down the middle of the busy road, with the sunrise in the east making it hard for us to be seen, rushing buses, teachers, and parents. It's just a bad situation.

A number of us have noted that a sidewalk looks planned for 60th street, which is fine, but 59th should be prioritized ahead of 60th. 59th is simply THE commuter artery for cars, buses, and most importantly, pedestrians. It needs help. A sidewalk would connect a densely populated neighborhood to 1) a public elementary school with no bus service in the neighborhood, 2) numerous public transportation stops, 3) sports fields, community centers, voter locations. etc. It simply screams "sidewalk". Thank you!

0 Supports

comment...

Reply to Sara Kaufman Sara Kaufman

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Discussion: [Sidewalk Plan](#)

The City of Edina is in the process of updating its Sidewalk Facility Plan, which indicates Edina streets that currently have sidewalks and streets where sidewalks are planned to be added over the next 20 to 30 years. This new plan will be amended into the Pedestrian Facilities section of the Comprehensive Plan. There are two public hearings scheduled where residents can testify regarding this topic: 7 p.m. Oct. 22 Planning Commission meeting and 7 p.m. Nov. 3 City Council meeting. Opinions expressed here will be given to the City Council on Nov. 3.

2 Topics

50 Answers

Closed 2014-10-27

[View Discussion](#)
Topic: [Criteria](#)

The City follows a set of criteria ([memo page 2](#)) to identify where sidewalks should go. What additional criteria should the City consider when looking at adding future sidewalks?

7 Responses

7 Responses


[David Frenkel](#) 21 days ago

There is no mention in the criteria of mature trees near streets which can make it impractical to build sidewalks like Golf Terrace. There should be requirements to save mature trees.

1 Support

[Reply to David Frenkel](#)[Chris Bremer](#) 21 days ago

There could be a criterion related to access to public transportation. For example, sidewalks should be located to enable bus riders, including those with disabilities, to get safely to the nearest intersection/curb cut. Also, it would be great to consider whether a sidewalk in a certain location would enable better pedestrian access from residential neighborhoods to retail establishments (in addition to parks and schools).

3 Supports

[Reply to Chris Bremer](#)[Chris Bremer](#) 20 days ago

The sidewalk plan should also be coordinated with the county's bike infrastructure plan: <http://www.mprnews.org/story/2014/10/08/hennepin-county-bike-plan>.

0 Supports

[Reply to Chris Bremer](#)[Joel Stegner](#), Community volunteer 18 days ago

Neighborhoods with high population densities, lots of seniors and lower income people with limited budgets need sidewalks more than lower density, high income neighborhoods. Also, people who live within 4-5 blocks of shopping facilities should be able to safely walk to the store.

1 Support

[Reply to Joel Stegner](#)[tonya wilhoit](#) at October 27, 2014 at 12:57pm CDT

I do not see 59th Street on the side walk plan. This is the main street going into Concord Elementary from Wooddale. There are more than 20 children who walk on this very busy street to and from school each day. This street has a lot of traffic with the school as well- with parents, teachers and school buses rushing down this street, I'm sure driving faster than 30 mph. It also fits your criteria. 1. Routes to School, 2. It would prevent a history of accidents involving pedestrians (children!) walking along the roadway 3. a logical connection between destinations 4. Transit stops are present (on wooddale). PLEASE CONSIDER A SIDEWALK ON 59th STREET. This is also the intersection where cross walks are for Concord Children getting to school safely, crossing Concord on 59th.

1 Support

[Reply to tonya wilhoit](#)

[Chris Bremer](#) at October 27, 2014 at 1:53pm CDT

I would like the city to consider whether a particular stretch of sidewalk is the best use of funds in a particular location. I am thinking about Strachauer Park and the planned north-south sidewalk along the west edge of the park. It would not be a bad thing to have a sidewalk there, necessarily, but that park desperately needs an upgraded park building that could serve functions beyond being a simple warming house. Our neighborhood has no community gathering spaces of any kind - no churches, no coffeeshops, no school, nothing. A larger park building would make a huge difference. If the money saved on a planned stretch of sidewalk there (which would lead to a freeway fence and be little-used) could instead be applied by the city towards upgrading the park building, that would be a much better use of city funds and would help our neighborhood a great deal.

1 Support

[Reply to Chris Bremer](#)

[Sara Kaufman Sara Kaufman](#) at October 27, 2014 at 5:33pm CDT

I strongly second adding a sidewalk on 59th Street between Wooddale Ave. and Concord Elementary. The residential neighborhood in this area is very dense and full of Concord children with 1) no bus service and 2) no safe walking route to school. Anyone who observes 59th Street during to "to" and "from" school time will immediately see the problem. 59th is THE STREET that walkers use to get to school - it is the main, and direct artery leading to Concord Elementary and the neighborhood funnels to this street as a sort of "safety in numbers" default. Countless families walk this route to and from school, and sadly, share the pavement with speeding cars and buses rushing to and from Concord, as 59th is also the direct route for vehicles between Wooddale and Concord. Making the pedestrian route worse, is all the overflow, on-street parking (on 59th) the completely bottlenecks 59th at our kids most vulnerable time. With no sidewalks, and cars parked on both sides of the street, we literally walk down the middle of the busy road, with the sunrise in the east making it hard for us to be seen, rushing buses, teachers, and parents. It's just a bad situation.

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0 Supports

[Reply to Sara Kaufman Sara Kaufman](#)

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Mark K. Nolan

From: Arnold Bigbee <arnieb1@me.com>
Sent: Thursday, October 09, 2014 10:51 AM
To: Mark K. Nolan
Subject: sidewalks

Follow Up Flag: Follow up
Flag Status: Completed

Categories: Work

Mark, the "Post" option on SpeakUp Edina ends my comments if I begin a new paragraph. Thus this note for my feedback on the sidewalk plan.

First, good job with a huge area and lots of people to satisfy.
My first thought is that we should overlay a map with transit routes so that there is a sidewalk providing access to each bus stop in Edina.

In my neighborhood (Edinborough) there is no sidewalk on the west side of Edinborough Way between 76th St and MN Drive. There is a bus stop at both ends of that street and large population office buildings and multi-family residential housing on either side of that block.

The info that sidewalk will be added to the N side of W 77th St bet. France Av and Hwy 100 is great news - bus stops there too.

The map shows a gap in the sidewalk on Edinborough Way just before it turns north. Sidewalk does exist there now.

Sidewalks needed as follows:

N side of 54th St bet. France and Xerxes.

W side of Xerxes bet. 66th St and Edinborough Way.

N side of 69th St bet. York and Xerxes.

We should add a sidewalk corridor to move pedestrians from Xerxes to York Ave at Hazelton Rd.

Generally, there are way too few sidewalks in the western portions of the realm.

Arnie

Sent from Arnie Bigbee's iPad2

Cell: 612 804 4660

arnieb1@me.com

www.legalshieldassociate.com/abigbee

Small Business and Group Benefits Specialist

Mark K. Nolan

From: Cary Teague
Sent: Wednesday, October 22, 2014 3:41 PM
To: Mark K. Nolan
Subject: FW: Planning Commission; Safe Sidewalks

Categories: Work



Cary Teague, Community Development Director

952-826-0460 | Fax 952-826-0389 | Cell 952-826-0236

4801 W. 50th St. | Edina, MN 55424

cteague@EdinaMN.gov | www.EdinaMN.gov/Planning

...For Living, Learning, Raising Families & Doing Business

From: Holtzman, Mary [<mailto:Mary.Holtzman@jostens.com>]
Sent: Wednesday, October 22, 2014 3:32 PM
To: Cary Teague
Subject: FW: Planning Commission; Safe Sidewalks

NO SIDEWALKS – I very much agree with Sue and Gary Soule.

Mary Holtzman
7228 West Shore Drive

Commission Members,

In regard to the Living Streets Sidewalk Plan, I oppose the change in designation of West Shore Drive from local street to local connector and the consequent requirement of at least one sidewalk on our street.

We have lived on West Shore for 26 years. During that time, we have seen abundant recreational use of our street – walking, biking, roller-blading, scooters, etc., - by people of all ages. It is already a “living street”.

What we have not seen, or heard reported, is any instance of a car/pedestrian or car/bike accident anywhere between 70th Street and Hibiscus.

If our side of the street were to be selected for a sidewalk, the minimum 5 foot boulevard and minimum 5 foot sidewalk would require the loss the two beautiful hardwood maples trees and two evergreens, all over thirty years old. We would also have to move our irrigation system. All of these features were part of what we paid for when purchasing our home, part of the value of our property.

“Living streets” should not equate with the removal of natural assets already in place, assets that add to the value of the property and the streetscape.

If your goal is street safety, show us the statistics that support the expense, disruption and loss of beauty and home value.

If traffic speed is a street safety issue, then enforce the speed limit and install speed bumps. So far, all we see is a solution without a problem.

Sincerely,
Sue and Gary Soule
7324 West Shore Drive

Mark K. Nolan

From: Cary Teague
Sent: Monday, October 27, 2014 9:31 AM
To: Mark K. Nolan
Subject: FW: Planning Commission; Safe Sidewalks

Categories: Work

See below...



Cary Teague, Community Development Director

952-826-0460 | Fax 952-826-0389 | Cell 952-826-0236

4801 W. 50th St. | Edina, MN 55424

cteague@EdinaMN.gov | www.EdinaMN.gov/Planning

...For Living, Learning, Raising Families & Doing Business

From: Greg Holtzman [<mailto:greg.holtzman@ampf.com>]
Sent: Monday, October 27, 2014 9:24 AM
To: Cary Teague
Subject: FW: Planning Commission; Safe Sidewalks

Are you out of you freaking mind.

"Living streets" should not equate with the removal of natural assets already in place, assets that add to the value of the property and the streetscape.

If your goal is street safety, show us the statistics that support the expense, disruption and loss of beauty and home value.

If traffic speed is a street safety issue, then enforce the speed limit and install speed bumps. So far, all we see is a solution without a problem.

Wise up ! And come over and walk this street with me

Greg A Holtzman

Portfolio Associate Managed Account Trading

O: 612.678.1941

Ameriprise Financial
2866 Ameriprise Financial Ctr. Routing
S6 /2866
Minneapolis, Minnesota 55474



*We shape financial
solutions for a lifetime®*

From: Holtzman, Mary [<mailto:Mary.Holtzman@jostens.com>]
Sent: Wednesday, October 22, 2014 3:32 PM
To: Holtzman, Greg; gregho9@comcast.net
Subject: FW: Planning Commission; Safe Sidewalks

From: Graciejean [<mailto:sjsmith126@comcast.net>]
Sent: Wednesday, October 22, 2014 3:07 PM
To: Sue Soule; Sue Johnson; nancy beegle; <betty.a.johnson@comcast.net>; Bev Moore; Lori J. Connelly; Geeta Dash; Michele Azar; Holtzman, Mary; Elizabeth Freeman; Claudia P
Subject: Fwd: Planning Commission; Safe Sidewalks

Tonight at 7:00 pm at City Hall

If I left someone out, please forward!!!☺

Susan Jean Smith

H- 952-926-6907

C- 612-600-5066

Begin forwarded message:

From: "Sue Soule" <su1b3so@comcast.net>
Date: October 22, 2014 at 1:07:30 PM CDT
To: <cteague@EdinaMN.gov>
Cc: "Susan Jean Smith" <sjsmith126@comcast.net>
Subject: Planning Commission; Safe Sidewalks

Commission Members,

In regard to the Living Streets Sidewalk Plan, I oppose the change in designation of West Shore Drive from local street to local connector and the consequent requirement of at least one sidewalk on our street.

We have lived on West Shore for 26 years. During that time, we have seen abundant recreational use of our street – walking, biking, roller-blading, scooters, etc., - by people of all ages. It is already a "living street".

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Sincerely,
Sue and Gary Soule
7324 West Shore Drive

***** "This
message and any attachments are solely for the intended recipient and may contain confidential or privileged
information. If you are not the intended recipient, any disclosure, copying, use, or distribution of the
information included in this message and any attachments is prohibited. If you have received this
communication in error, please notify us by reply e-mail and immediately and permanently delete this message
and any attachments. Thank you."

Attention City Council Members

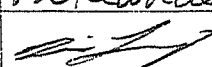
Attached, please find the recent petition regarding the neighborhood's **objection** to the proposed sidewalk on Maddox Lane being submitted for approval by the Edina Planning Commission for the November 3rd City Council meeting.

Of the 17 households on Maddox Lane, 94% (16 of 17 households) are opposed to this plan. In brief, the following reasons are why we oppose it.

1. Maddox Lane is only two blocks long. Currently, there is no other sidewalk to which it would connect. The plan for a sidewalk for Valley View Road has been removed from the plan because (we are told) that the residents opposed it.
2. The sidewalk would not create any logical connection between destinations. We are located in a commuter neighborhood with the only way to get to required destinations e.g. grocery stores, gas stations, restaurants or schools is by driving.
3. We believe that the average daily traffic (vehicles) and the 85th% speed (mph) cited in the Criteria Matrix of the plan does not reflect Maddox Lane but because it was bundled with Valley View Road and Normandale Road, the statistics are significantly exaggerated for our two block street. There are natural barriers that reduce speed on Maddox Lane which makes it difficult to go 38mph as stated in the matrix. Also, there was no traffic measuring devices installed on Maddox Lane during this study.
4. Maddox Lane is not a street used by pedestrians to any extent as no matter what block of Maddox Lane you live on, if you choose to go for a walk, it is only a half of a short block to reach a side street that carries less traffic and connect to multiple streets one can walk that are less traveled.
5. Most of the front yards on Maddox Lane are relatively shallow. A sidewalk that would consume 10 feet of space would have an adverse affect on the character and aesthetics of the neighborhood.
6. There is no history of a single crash or incident on Maddox Lane that has involved a pedestrian.



Name	Address	Do you favor adding sidewalks to Maddox Lane?	Do you think adding sidewalks to Maddox Lane would enhance the character of the neighborhood?	Do you feel safe walking and/or biking on Maddox Lane?	Signature	Date
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Dustin and Ruth Carda	5325 Maddox Lane	Yes <input checked="" type="radio"/> No <input type="radio"/> Don't care <input type="radio"/>	Yes <input checked="" type="radio"/> No <input type="radio"/> Don't care <input type="radio"/>	Yes <input checked="" type="radio"/> No <input type="radio"/> Don't care <input type="radio"/>	Ruth Carda	10-25-14
Joyce REININGER	6209 HANSEN Rd	Yes <input type="radio"/> No <input checked="" type="radio"/> Don't care <input type="radio"/>	Yes <input type="radio"/> No <input checked="" type="radio"/> Don't care <input type="radio"/>	Yes <input checked="" type="radio"/> No <input type="radio"/> Don't care <input type="radio"/>	Joyce Reininger	10-25-14
WALLY NORLANDER	5317 MADDOX LANE	Yes <input type="radio"/> No <input checked="" type="radio"/> Don't care <input type="radio"/>	Yes <input type="radio"/> No <input checked="" type="radio"/> Don't care <input type="radio"/>	Yes <input checked="" type="radio"/> No <input type="radio"/> Don't care <input type="radio"/>	Wally Norlander	10-26-14
DAMIAN LEWIS	6212 WYMAN AVE.	Yes <input type="radio"/> No <input checked="" type="radio"/> Don't care <input type="radio"/>	Yes <input type="radio"/> No <input checked="" type="radio"/> Don't care <input type="radio"/>	Yes <input checked="" type="radio"/> No <input type="radio"/> Don't care <input type="radio"/>		10-26-14
Kristin S. Martin	5329 Maddox Lane	Yes <input type="radio"/> No <input checked="" type="radio"/> Don't care <input type="radio"/>	Yes <input type="radio"/> No <input checked="" type="radio"/> Don't care <input type="radio"/>	Yes <input checked="" type="radio"/> No <input type="radio"/> Don't care <input type="radio"/>	Kristin S. Martin	10-26-14
Brien A. Martin	5329 Maddox Lane	Yes <input type="radio"/> No <input checked="" type="radio"/> Don't care <input type="radio"/>	Yes <input type="radio"/> No <input checked="" type="radio"/> Don't care <input type="radio"/>	Yes <input checked="" type="radio"/> No <input type="radio"/> Don't care <input type="radio"/>	Brien A. Martin	10-26-14

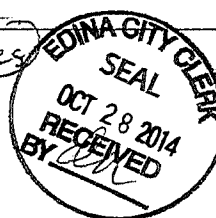
Dennis &
Jackie
Cameron

6208 Wyman Ave

☒ No

☒ No

☒ Yes

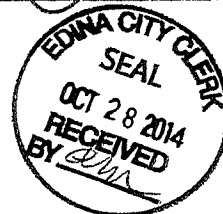


by phone

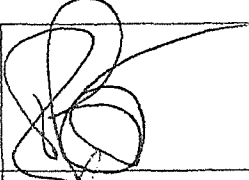

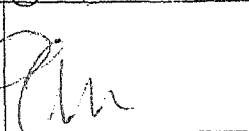
10-26-14

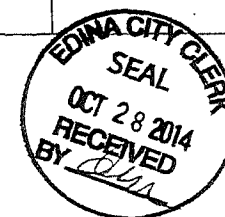
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DeAnne Dubbs	5316 Maddox	Yes <input checked="" type="radio"/> No Don't care	Yes <input checked="" type="radio"/> No Don't care	Yes <input checked="" type="radio"/> No Don't care	<i>DeAnne Dubbs</i>	10-25-14
Bonita Norlander	5317 Maddox	Yes <input checked="" type="radio"/> No Don't care	Yes <input checked="" type="radio"/> No Don't care	Yes <input checked="" type="radio"/> No Don't care	<i>Bonita Norlander</i>	10-25-14
Sarah Lewis	6212 Wyman	Yes <input checked="" type="radio"/> No Don't care	Yes <input checked="" type="radio"/> No Don't care	Yes <input checked="" type="radio"/> No Don't care	<i>Sarah Lewis</i>	10/25/14
Elise Hennissy	5320 Maddox Ln.	Yes <input checked="" type="radio"/> No Don't care	Yes <input checked="" type="radio"/> No Don't care	Yes <input checked="" type="radio"/> No Don't care	<i>Elise Hennissy</i>	10/25/14
Chad Rasmussen	5320 Maddox Ln Edina MN	Yes <input checked="" type="radio"/> No Don't care	Yes <input checked="" type="radio"/> No Don't care	Yes <input checked="" type="radio"/> No Don't care	<i>Chad Rasmussen</i>	10/25/14
Joel Ambrecht	5324 Maddox Ln	Yes <input checked="" type="radio"/> No Don't care	Yes <input checked="" type="radio"/> No Don't care	Yes <input checked="" type="radio"/> No Don't care	<i>Joel Ambrecht</i>	10/25/14
Christa Ambrecht	Edina MN 55436	Yes <input checked="" type="radio"/> No	Yes <input checked="" type="radio"/> No	Yes <input checked="" type="radio"/> No	<i>Christa Ambrecht</i>	10/25/14



Name	Address	Do you favor adding sidewalks to Maddox Lane?	Do you think adding sidewalks to Maddox Lane would enhance the character of the neighborhood?	Do you feel safe walking and/or biking on Maddox Lane?	Signature	Date
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Brian Booley	5223 Maddox Lane	Yes <input checked="" type="radio"/> No <input type="radio"/> Don't care <input type="radio"/>	Yes <input checked="" type="radio"/> No <input type="radio"/> Don't care <input type="radio"/>	Yes <input checked="" type="radio"/> No <input type="radio"/> Don't care <input type="radio"/>		10/26/14
Claire Dooley	5228 Maddox Lane	Yes <input checked="" type="radio"/> No <input type="radio"/> Don't care <input type="radio"/>	Yes <input checked="" type="radio"/> No <input type="radio"/> Don't care <input type="radio"/>	Yes <input checked="" type="radio"/> No <input type="radio"/> Don't care <input type="radio"/>		10/26/14
Boisance Kosilenko	5229 Maddox Lane	Yes <input checked="" type="radio"/> No <input type="radio"/> Don't care <input type="radio"/>	Yes <input checked="" type="radio"/> No <input type="radio"/> Don't care <input type="radio"/>	Yes <input checked="" type="radio"/> No <input type="radio"/> Don't care <input type="radio"/>		10/26/14
		Yes <input type="radio"/> No <input type="radio"/> Don't care <input type="radio"/>	Yes <input type="radio"/> No <input type="radio"/> Don't care <input type="radio"/>	Yes <input type="radio"/> No <input type="radio"/> Don't care <input type="radio"/>		
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		Yes <input type="radio"/> No <input type="radio"/> Don't care <input type="radio"/>	Yes <input type="radio"/> No <input type="radio"/> Don't care <input type="radio"/>	Yes <input type="radio"/> No <input type="radio"/> Don't care <input type="radio"/>		



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Paul & Deb HANSON	5224 MADDOX LANE	Yes <input checked="" type="radio"/> No <input type="radio"/> Don't care <input type="radio"/>	Yes <input checked="" type="radio"/> No <input type="radio"/> Don't care <input type="radio"/>	Yes <input checked="" type="radio"/> No <input type="radio"/> Don't care <input type="radio"/>	Paul Hanson	10/26/14
Jason & Anne Wolff	5221 M-dox Lane	Yes <input checked="" type="radio"/> No <input type="radio"/> Don't care <input type="radio"/>	Yes <input checked="" type="radio"/> No <input type="radio"/> Don't care <input type="radio"/>	Yes <input checked="" type="radio"/> No <input type="radio"/> Don't care <input type="radio"/>	Jason & Anne Wolff	10/26/14
Jan Laukkonen	5216 maddox lane	Yes <input checked="" type="radio"/> No <input type="radio"/> Don't care <input type="radio"/>	Yes <input checked="" type="radio"/> No <input type="radio"/> Don't care <input type="radio"/>	Yes <input checked="" type="radio"/> No <input type="radio"/> Don't care <input type="radio"/>	Jan Laukkonen	10/26/14
LISA KOPP	5232 MADDOX LANE	Yes <input checked="" type="radio"/> No <input type="radio"/> Don't care <input type="radio"/>	Yes <input checked="" type="radio"/> No <input type="radio"/> Don't care <input type="radio"/>	Yes <input checked="" type="radio"/> No <input type="radio"/> Don't care <input type="radio"/>	Lisa Kopp	10/26/14
Sara Cushman	5220 maddox Lane	Yes <input checked="" type="radio"/> No <input type="radio"/> Don't care <input type="radio"/>	Yes <input checked="" type="radio"/> No <input type="radio"/> Don't care <input type="radio"/>	Yes <input checked="" type="radio"/> No <input type="radio"/> Don't care <input type="radio"/>	Sara Cushman	10/26/14
Carol Mydveck Gary Benke	5225 Maddox lane	Yes <input checked="" type="radio"/> No <input type="radio"/> Don't care <input type="radio"/>	Yes <input checked="" type="radio"/> No <input type="radio"/> Don't care <input type="radio"/>	Yes <input checked="" type="radio"/> No <input type="radio"/> Don't care <input type="radio"/>	Carol Mydveck Gary Benke	10/26/14

